

**Documentation of statistics for
Danish Ships 2022**

1 Introduction

The purpose of the statistics is to describe the structure and development of the Danish ship fleet.

2 Statistical presentation

The statistics describe the number and tonnage of ships by ship type, size and age. It cover ships registered in Danish Shipping Register or Danish International Shipping Register. Danish owned ships registered in other registers abroad are included for the main operators.

2.1 Data description

The statistics compile ships registered in the Danish Shipping Register or the Danish International Shipping Register. The statistics describe the number and tonnage of ships by ship type, size and age.

2.2 Classification system

The statistics are grouped by type of vessel, gross tonnage and age.

2.3 Sector coverage

Shipping industry.

2.4 Statistical concepts and definitions

Gross tonnage (GT): Gross tonnage (GT) is a unitless measure of the size of a ship defined by the volume of all enclosed spaces.

Use: The primary use of the vessel

Year of construction: Year of completion construction of the vessel

Year of registration: Year of registration of the vessel in Danish shipping register

2.5 Statistical unit

Seagoing vessels above 20 GT

2.6 Statistical population

Vessels above 20 BT registered in Danish ships registers

2.7 Reference area

Danish registered vessels.

2.8 Time coverage

1990-

2.9 Base period

Not relevant for the statistics.

2.10 Unit of measure

- Ships in units
- Gross tonnage (GT)

2.11 Reference period

01-01-2022 - 01-01-2022

2.12 Frequency of dissemination

Annually.

2.13 Legal acts and other agreements

The Act on Statistics Denmark (*Lov om Danmarks Statistik*), Section 8, cf. Order 599 of 22 June 2000.

The collection of data is not based on an EU-regulation.

2.14 Cost and burden

There is no direct response burden since data originates from another register.

2.15 Comment

A theme page on [transport statistics](#). is available.

3 Statistical processing

Data collected from The Danish Maritime Authority and the Danish Shipowner's Association are compared to get the most accurate information on the ships. Usually it is the use of the ship that can be changed.

3.1 Source data

The statistics on the Danish ship fleet are based on extracts from the List of Danish Ships held by the Danish Maritime Authority and on information from Danish Shipowners' Association.

3.2 Frequency of data collection

Date collection is conducted annually.

3.3 Data collection

Data are extracted from registers.

3.4 Data validation

The ships in the Danish shipping registers maintained by the Danish Maritime Authority are compared to the Danish Shipowners' Association's list of their member ships over 100 GT with a view to validating background information relating to the ships. Corrections are, in particular, made to the year of registration, use, and size.

3.5 Data compilation

Corrections are only made with regard to differences in background information among the data sources, as the data from the Danish Shipowners' Association are considered to have the greatest reliability with regard to use. New data are comparable with data published earlier in order to ensure the greatest possible consistency of the time references, so that ships do not constantly fluctuate among uses year by year. The statistics are restricted to covering vessels over 20 GT.

3.6 Adjustment

Other corrections are not made in addition to what is described under the items on data validation and data compilation.

4 Relevance

The Statistics cover the Danish registered maritime fleet to give background information on the Danish fleet for analyses of the maritime sector in Denmark.

The users are ministries, business associations and enterprises.

4.1 User Needs

The main users are the EU Commission, Danish ministries, business associations and enterprises. The statistics are mostly used for monitoring the market and deciding transport policies.

4.2 User Satisfaction

There is not much feedback from the users of the statistics. The primary feedback is through personal contact with users. There is no systematic collection of feedback.

4.3 Data completeness rate

There are no Regulations and guidelines for compiling the statistics. In relation to the purpose of the statistics, they are considered as complete as all registered Danish ships are covered by the statistics.

5 Accuracy and reliability

The statistics are based on an exhaustive list of ships supplemented by information from the members of the shipowners' association to the association. The statistics cover seagoing vessels of 20 GT and above.

Registration of a vessel in a vessel register is necessary for insurance and legal purposes. Correct registration is thus of fiscal importance to the owners.

5.1 Overall accuracy

The statistics are very accurate with regard to the central measures: the number of vessels and the total tonnage.

Uncertainty on the uses and age of vessels is marginal and do not affect the overall assessment of the statistics.

5.2 Sampling error

Not relevant for the statistics.

5.3 Non-sampling error

There are smaller margins of uncertainty related to use of the ship, as some shipping types can be used in different ways and use of the ship can be changed over time. In cases where ships are decidedly rebuilt for a completely new use, the shipping register is however updated. In addition to this, the greatest margins of uncertainty are related to ships under 100 GT, which is exclusively based on the shipping register.

5.4 Quality management

Statistics Denmark follows the recommendations on organisation and management of quality given in the Code of Practice for European Statistics (CoP) and the implementation guidelines given in the Quality Assurance Framework of the European Statistical System (QAF). A Working Group on Quality and a central quality assurance function have been established to continuously carry through control of products and processes.

5.5 Quality assurance

Statistics Denmark follows the principles in the Code of Practice for European Statistics (CoP) and uses the Quality Assurance Framework of the European Statistical System (QAF) for the implementation of the principles. This involves continuous decentralized and central control of products and processes based on documentation following international standards. The central quality assurance function reports to the Working Group on Quality. Reports include suggestions for improvement that are assessed, decided and subsequently implemented.

5.6 Quality assessment

The statistics are compiled on the basis of an administrative register for ships registered in Denmark with supplementary information from the Danish Shipping Council. The register-based information provides complete coverage for compiling the statistics. A quality measurement of the statistics is not conducted. Provisional figures are not published. The quality of the statistics is generally considered to be high, as the statistics are compiled on the basis of an administrative register, where especially the number of size of the ships are considered as information of a very high quality.

5.7 Data revision - policy

Statistics Denmark revises published figures in accordance with the [Revision Policy for Statistics Denmark](#). The common procedures and principles of the Revision Policy are for some statistics supplemented by a specific revision practice.

5.8 Data revision practice

Only final figures are published.

6 Timeliness and punctuality

The statistics are published 45-50 days after the reference time (1 January) and without delay in relation to the scheduled publication dates.

6.1 Timeliness and time lag - final results

Annual statistics are published about 130-140 days after the reference day.

6.2 Punctuality

The statistics are usually published without delay in relation to schedule date.

7 Comparability

The statistics are consistent across time and comparable with similar statistics produced in other countries.

7.1 Comparability - geographical

The international register of ships Lloyd´s Register of Ships compiles statistics on all ships above 100 GT. The information is primarily based on the national registers of ships and is to a great extent comparable with the statistics compiled by Statistics Denmark.

7.2 Comparability over time

The statistics are comparable over time for the key data.

Since 1993, ships belonging to the Faeroe Islands have no longer been included in the statistics.

Before 1993 about 90 vessels of less than 20 GT were included in the statistics.

7.3 Coherence - cross domain

Comparable statistics are not available.

7.4 Coherence - internal

There is a high degree of consistency between the data sources, as all units in the statistics compiled by the Danish Shipping Council can be retrieved in the shipping registers.

8 Accessibility and clarity

The statistics are published on the online data bank under the topic [Transport vehicles](#).

8.1 Release calendar

The publication date appears in the release calendar. The date is confirmed in the weeks before.

8.3 User access

Statistics are always published at 8:00 a.m. at the day announced in the release calendar. No one outside of Statistics Denmark can access the statistics before they are published.

8.2 Release calendar access

The Release Calendar can be accessed on our English website: [Release Calendar](#).

8.4 News release

The statistics was published in [Nyt fra Danmarks Statistik](#) until 2015.

8.5 Publications

Until 2017 statistics on Danish ships were included in the *Statistical Yearbook*.

8.6 On-line database

The statistics are published in the StatBank under the subject [Transport equipment](#) in the following tables:

- [SKIB11](#): Danish ships 1st January by type of vessel, ship`s register, unit and time
- [SKIB12](#): Danish ships 1st January by type of vessel, gross tonnage (GT), unit and time
- [SKIB13](#): Danish ships 1st January by type of vessel, age, unit and time
- [SKIB14](#): Danish merchant ships 1st January by type of vessel, unit and time

8.7 Micro-data access

Researchers from authorised research institutions can gain access to the micro-data through [Research Services](#).

Basic data are stored as from 1994.

8.8 Other

The statistics are not published elsewhere.

8.9 Confidentiality - policy

The statistics are subject to the general [confidentiality policy](#) of Statistics Denmark, implying that vessels at individual level cannot be identified.

8.10 Confidentiality - data treatment

The statistics are aggregated to a level where single vessels cannot be identified.

8.11 Documentation on methodology

The applied methodology is described in the annual publication in *Statistical News*, the *Transport* series.

8.12 Quality documentation

Results from the quality evaluation of products and selected processes are available in detail for each statistics and in summary reports for the Working Group on Quality.

9 Contact

The administrative placement of these statistics are in the division of Short term statistics. The person responsible is Peter Ottosen, tel. +45 39 17 30 25, e-mail: pot@dst.dk

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